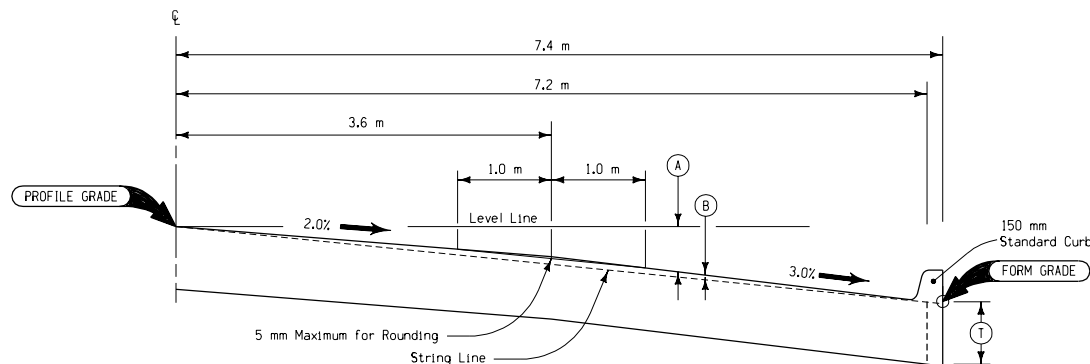


TYPICAL PAVEMENT PLAN



TYPICAL CROSS SECTION

OFFSETS FOR 14.4 m AND 14.8 m PAVEMENTS WITH 150 mm STANDARD CURB												
(W)	Distance From C	0 m	1.0 m	2.0 m	3.0 m	3.6 m	4.0 m	5.0 m	6.0 m	7.0 m	7.2 m	7.4 m
14.4 & 14.8 m	(A)	mm	0	20	40	60	72	84	114	144	174	186
14.4 m	(B)	mm	0	5	10	15	18	16	11	6	1	---
14.8 m	(B)	mm	0	5	10	15	18	17	12	7	2	0

#### GENERAL NOTES:

Details indicated on this plan illustrate the general requirements for Four-Lane P.C. Concrete Pavements 14.4 or 14.8 meter widths. Unless specifically authorized otherwise, the methods and materials used in the construction of this pavement shall be in conformance with current Standard and Supplemental Specifications for Concrete Pavement. Refer to individual project plans for specific dimensional requirements and other details of pavement construction.

Refer to Standard Road Plans RH-50, RH-51 and RH-52 for details of construction of joints in pavement. Joint layout shall be skewed as shown, 6:1 right ahead except at pavement intersection areas and other locations specifically designated by the Engineer. End of day's work joint and joint at bridge approach section shall be constructed perpendicular to center line. Transverse joints will be 'CD' except when 'C' joints are specifically required as a part of detail project plans or when T less than 200 millimeters.

Normal crown shall be a straight line each way from center line profile grade for the distance indicated. This crown may be varied through superelevated curves and intersection areas where special shaping is required, or other areas specifically authorized by the engineer.

The price bid for "Standard or Slip-Form PCC Pavement" class and thickness as specified, in square meters including all required joints, shall be considered full compensation for the construction of pavement as detailed hereon.

- Transverse Joint spacing (normal) 6.0 meters for 'CD' joint, 4.5 meters for 'C' joint.
- Joints will be: 'L-1' or 'BT-1' for T less than 200 millimeters and 'L-2' or 'KT-2' for T greater or equal to 200 millimeters.
- Joint will be modified 'BT-1' with specified bar spacing for T less than 200 millimeters and 'KT-2' or 'KT-3' for T greater than or equal to 200 millimeters. See table for detail of bar spacing.

PER STATION DESIGN VALUES FOR FULL WIDTH PAVEMENT SECTION													
(W)	ITEM	UNIT	T=150	T=160	T=170	T=180	T=190	T=200	T=210	T=220	T=230	T=240	T=250
14.4 m	Section Area	m <sup>2</sup>	2,160	2,304	2,448	2,592	2,736	2,880	3,024	3,168	3,312	3,456	3,600
	Concrete Volume	m <sup>3</sup>	216.0	230.4	244.8	259.2	273.6	288.0	302.4	316.8	331.2	345.6	360.0
	Surface Area	m <sup>2</sup>	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440
14.8 m ★	Section Area	m <sup>2</sup>	2,269	2,417	2,565	2,713	2,861	3,009	3,157	3,305	3,453	3,601	3,749
	Concrete Volume	m <sup>3</sup>	226.9	241.7	256.5	271.3	286.1	300.9	315.7	330.5	345.3	360.1	374.9
	Surface Area	m <sup>2</sup>	1480	1480	1480	1480	1480	1480	1480	1480	1480	1480	1480
Centerline Joint③			BT-1' 600 mm spacing					KT-2'					

\*Quantities include 150 mm Standard curb

All dimensions given in millimeters unless noted.

METRIC VERSION

**Iowa Department of Transportation**

**Project Development Division**

**STANDARD ROAD PLAN**

REVISION: Metric conversion of Standard Road Plan RH-43 no. 6  
(dated 11-10-92).

*David P. Smith* 05-20-94  
APPROVED BY DESIGN METHODS ENGINEER

**RH-43**

REVISION NO.  
6

REVISION DATE  
09-27-94

NON-REINFORCED FOUR LANE

14.4 m or 14.8 m

P.C. CONCRETE PAVEMENT